



18th Family Fly-In: Join the Adventure

By: Frank Lester
Safety/Education Coordinator

The annual Northwest Mountain Family Fly-In kicks off its 18th year, fifth year in McCall, on August 13th. This year's event promises to have something for the entire family as the City of McCall opens its doors to celebrate aviation and the community.

Flying activities continue to emphasize safety, proficiency and judgement through Wings, PACE, and many timely seminars. The new twist to this year's program is the tremendous participation by the local community. From Dutch Oven cooking to family activities in and around McCall on Saturday, the McCall Fly-In is planned as a true family adventure in a panorama of breath-taking beauty. Mountain biking at Brundage Mountain, golf, a tour of the Tamarack resort, a walking tour of McCall, and a land and lake tour, offer peaceful respite and a touch of solitude under an azure sky. Learn to "Fly Shotgun" with the Idaho Ninety-Nines. Activities are also planned for children, including free airplane flights



Last year's Fly-In included this P-40 and 1941 Buick used in the filming of the movie Pearl Harbor. (Photo by Darla Christenson)

with the Experimental Aircraft Association's (EAA) Young Eagles for those children between 8 and 17. An Aviation Merit Badge program is also being planned for local Boy Scouts.

Two very special guests will be on hand during the weekend's activities: C.W. "Butch" Welch, aka "Cee Dub" is the host of the television show "Dutch Oven Cookin' with Cee Dub" and will

be giving two sessions on Dutch Oven Cooking on Saturday. A native Idahoan from Grangeville, Cee Dub has written several cookbooks, filmed numerous television cooking shows, and writes a

See Family Fly-In

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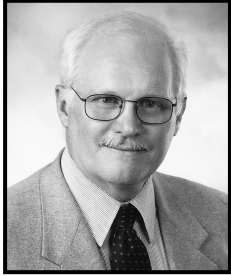
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From the Administrator:



Today we face a mounting challenge in the preservation of our state's rural community and backcountry airports.

The longer

I work around our system of backcountry airstrips, the more I realize how fortunate Idaho is to have these wonderful airstrips that provide people from around the world with opportunities for unique adventures. The Main Salmon River and Middle Fork of the Salmon River comprise the second and third deepest canyon networks in North America; Hell's Canyon being the deepest. There are dozens of airstrips in these canyons, on ridges and in mountain basins, that offer visitors a lifetime of experiences.

Idaho possesses the greatest expanse of wilderness area in the lower 48 states. A network of airstrips provides recreation and emergency access to remote areas for general aviation fliers and other users. Many of these airstrips, both within and beyond the boundaries of the designated wilderness area, serve as public access for visitors to enjoy the beauty and recreational opportunities the state provides. It defies description: whitewater rafting, photography, hiking, fishing, hunting, camping, skiing, wildlife viewing, or just getting away from it all. It is special and difficult to access. Access by boat is limited; there are very few roads, some trails, but for most the only way in or out is by airplane.

Thank goodness the writers of the Central Idaho Wilderness Act had the wisdom to provide at least some protection. I'm convinced that had that not happened the wilderness airstrips would have gone the way of those in Montana, permanently removed, never to be replaced. We face significant challenges in keeping these airstrips open and accessible not only for aviators but also for those who depend on airplanes to reach these wonderful recreational locations.

As Aeronautics continues to work with federal agencies to preserve these assets, our relationship with these agencies, once characterized by their willingness to cooperate particularly on the local level, have now given way to apprehension and non-commitment. There are those who continue to exhibit those previous positive attributes but not to the degree we once saw. When we turn to upper management and begin to work through "the system," the whole attitude toward these airstrips seems to change. In my opinion, it is this change in attitude that has fundamentally altered the local cooperation we once enjoyed.

Although this process can be somewhat vexing, we see these airstrips as being far too unique and valuable to allow further degradation of the system and we will continue to do everything we can to preserve our priceless assets.

Another challenge we face is the loss of General Aviation (GA) community airports. The Aircraft Owners and Pilots Association (AOPA) claims that in this country, GA airports close at a rate of almost one airport a

week. Idaho GA airports are not immune to this phenomenon. We find there are some GA airports under extreme pressure from development closing in (particularly homes) and there is little support from local government to protect them. Although this is more common in our rural communities than our larger metropolitan areas, it is in the rural communities that the airport has the most to lose. The biggest and probably most important service they offer is the attraction of new business into the community. Across the country there have been many studies that point to the value of the small community GA airport as an enhancement to the local quality of life. They are an important piece in the local government's public relations toolbox for attracting new business to the community. When businesses are looking to relocate or expand, and they travel around to look at potential communities, they don't arrive on a Greyhound bus. In addition, when they are in the process of narrowing their choices, often times a community will get lopped right off the dance card if they lack access to an airport.

So we will keep beating the drum, especially where airports are in danger and there is little local support. Denying access to any community by losing a GA airport is a big mistake. Once it's gone it won't be back.

Bob Martin

ITD Aeronautics Administrator



Radio Chatter

By: Frank Lester, Safety/Education Coordinator

Aviation Education: 2005 International Aviation Art Contest



Each year the Federation Aeronautique Internationale sponsors the International Aviation Art Contest for youth ages 6-17.

It is cosponsored by the National Association of State Aviation Officials, the National Aeronautics Association, the National Air and Space Administration, and the Federal Aviation Administration. The art contest encourages youth from all over the world to reflect on aviation by having them design a piece of art based upon the year's chosen theme. The Theme for 2005 is "Create an Air Show Poster – More Than 100 Years of Human Flight."

Information including rules and deadlines is sent to art teachers throughout the state by the Division of Aeronautics in September. The artwork is due to the Division shortly after the first of the year when the top three in each age category are selected. First place finishers are then sent to a national competition in Washington, DC where national winners are selected to represent the US in the international competition held in Europe. Prizes for national and international winners are substantial and well worth the effort.

Idaho State winners are invited as our special guests at the closing banquet of the annual Idaho Aviation Festival in March. 2004's recipients received their awards from Dick Rutan, pilot of the Voyager, first aircraft to circumnavigate the globe non-stop and unrefueled. Governor Kempthorne signed personal letters of congratulations for each of the recipients. The students and parents



Dick Rutan and 2004 Aviation Art Contest winners, Savanna Hale, Parker Berg, and Nick Wilson. (Photo by Debbie Woolery)

were thrilled with the special attention they received for their efforts. The art contest is a fantastic program and allows Idaho to showcase the wealth of talent in its students and gives us pause to reflect on aviation's many benefits and contributions, legend and history.

You can find more information about the art contest and examples of past winners at www.nasao.org. Look for Center for Aviation Research and Education/International Aviation Art Contest in the menu on the left side of their home page. Details on the contest will probably not be available until around mid-September but now is a great time to begin planning your participation. Contact your local school art teachers and let them know that you or your child is interested in participating. Give us a call in September to make sure you get on the list for a registration package or check our website at www.itd.idaho.gov, then click on Aeronautics.

General Aviation Airports Security

In 2003, the Transportation Security Administration (TSA) requested the Aviation Security Advisory Committee to establish a Working Group made up of industry stakeholders to develop guidelines for security enhancements at the nation's privately- and publicly-owned and operated general aviation (GA) landing facilities. In 2004, the Working Group released its report on "General Aviation Airports Security." This report is a listing of recommended guidelines or "best practices" which are designed to establish non-regulatory standards for GA airport security.

The Working Group represents a virtual "Who's Who" of GA industry on the important issue of ensuring the

See Radio Chatter

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Airport Maintenance

By: Mark Young, Airport Maintenance Manager

Garden Valley Sprinkler System

The Division tentatively has planned to install a buried sprinkler system at the Garden Valley Airport this fall. Although no firm construction date has been set, we are looking at the mid-September to mid-October time frame. A firm date will not be determined until sometime in late July when the project goes to bid and we determine contractor availability.



Installation of this system will provide increased coverage of the

existing tiedowns areas, will eliminate the safety hazard of pipes on the runway and will free up employee time by eliminating the need to manually move pipe. The project will include 'stubs' for future tiedown areas as well as to provide irrigation to a planned campground area east of the existing camp sites.

Since the airport will be closed to all aircraft during the construction, we ask you to avoid making plans to use the facility during this period. We apologize in advance for any inconvenience this may cause, however, rest assured, the end result will be a much safer airstrip. Please feel free to contact our office later in the summer for more current information regarding closure dates.

Johnson Creek Webcam

The Division of Aeronautics would like to thank the Midvale Telephone Exchange and Rural Network Services who have graciously provided a webcam, the phone service and website that has been installed at Johnson Creek! The web page can be accessed at www.ruralnetwork.net/~yellowpinecm.



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The Bold Old Pilot

By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME

Do you know the story of the “Wonderful One-Horse Shay?” So strong and well balanced that it functioned perfectly for one hundred years and a day, whereupon it crumbled into a heap of dust.

Are pilots supposed to be like that? Maybe just ATP's, who by Federal Regulation are no longer permitted to serve as pilot in command in an air carrier operation (Part 121) after age 60. The FAA implemented this rule in 1959 and has successfully defended it in multiple challenges over the years. The Supreme Court has refused to consider appeals of lower court decisions sustaining it. In testimony before the Senate in 2001, the FAA Director of Flight Standards defended the rule because there was no evidence that changing it would improve safety. Of interest is the fact that the European equivalent of the FAA places the mandatory retirement age at 65. (As a side note, they retire Aviation Medical Examiners at age 70.)

In 1999 the Chicago Tribune studied pilot age and accident rates in Part 121 and Part 135 operations. They found a “U-shaped” relationship: higher rates for young pilots, a rapid reduction with age and experience, and an increased rate as the pilot neared age 60. This increase was attributed to illness, disorders and cognitive decline with age: Cerebrovascular disease (heart disease and stroke); musculoskeletal disease (arthritis); cancer of all types; lung disease especially in smokers;

endocrine dysfunction (diabetes); neurological disease (Alzheimers or Parkinsons); psychiatric illness including depression; decline in sensory function including peripheral vision and hearing; and decreased reaction time and coordination, are all more prevalent in aging populations. There are also normal age related declines in memory and physical capacity that are almost inevitable as one reaches age 70.

And **IS** our population aging! By 2030 the older population in the U.S. is expected to double to 71.5 million. There are more than 25,000 active pilots over age 70, and this number is gradually increasing. There are twice as many age 60-69 and five times as many age 50-59.

We can't avoid aging, at least without the obvious, least preferable alternative. We can do some things to avoid the consequences, mostly by avoiding the two major causes of death and disease among Americans – smoking and obesity. Abstain from smoking, moderate your diet and alcohol consumption, and engage in regular physical exercise. Taking a daily multivitamin and a half an aspirin may be helpful. Exercise your mind as well (do puzzles, learn a new language or figure out how to use your GPS), and especially, exercise your flying skills with regular flights and practice. Experience counts, especially if it is recent. If you are diagnosed with a disease, take your medicine as prescribed and get

regular check-ups to deal with any medical complications before they lead to serious impairment.

The NTSB states that because flight-hour activity numbers are not available for each age group, no meaningful inferences can be made regarding specific age related accident risk. Although some pilots in their 60's do quite well, studies using flight simulators show that pilots in their late 60's don't do as well as younger ones. The role of experience is very important. Also, many pilots change the kind of flying they do as they age. They may voluntarily limit themselves to shorter VFR flights in less complex aircraft. They fly the airplane with which they are most familiar. Doesn't flight training stress the importance of setting personal limits at any age and experience level? Just because something is legal doesn't make it a good idea and just because you have a rating, doesn't mean you have to exercise it. Maybe a personal functional test in an appropriate flight simulator would be a good addition to a flight review. Maybe flight physicals should include some measure of capacity as well as a general (and rather superficial) health assessment.

See Pilot

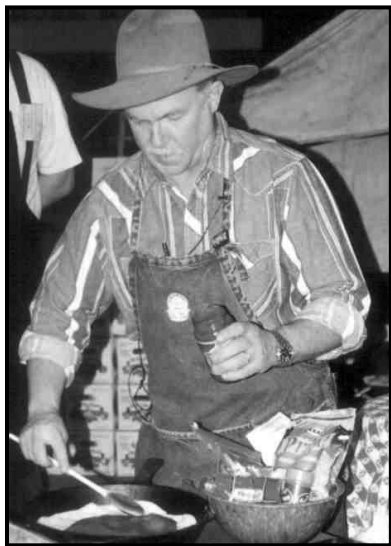
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Family Fly-In

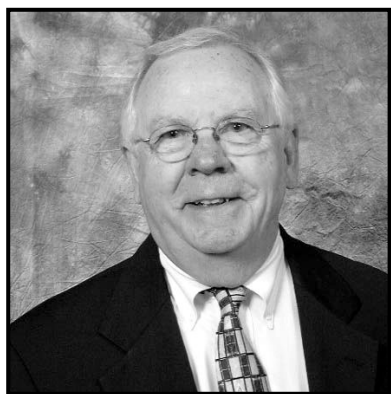
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regular column in “**Barbeque & Beverage**” magazine. Cee Dub’s stories and recipes come from his years in the backcountry, both in the line of duty as a Conservation Officer for the Idaho Department of Fish & Game as well as in the “line of fun.”



C.W. “Butch” Welch or “Cee Dub”

Our other featured guest is Bill Johnson, keynote speaker at the Saturday night dinner. A commercial



Bill Johnson

and multi-engine rated pilot, he has spoken at Aircraft Owners and Pilots

Association (AOPA) programs; was selected as “Salesman of the Year” for the FORTUNE 500 Ampex Corporation; and has produced training programs used by many of the nation’s top speakers and seminar leaders. His “Laughs and Tears from 64 years of Planes and Flyin’ ” is a humorous journey from a J3 cub to a Citation... with B-17’s in between. According to Bill, “We owe so much to so many with a smile on our faces. Few know the thrill of that first time to ‘break out on top’ or to ‘break through on final.’ Our departed brother had a great song ‘Thank God I’m a Country Boy.’ My version adds just a little more...and a pilot.”

Fly bys, static aircraft displays, and rides in a vintage Stearman are all planned. There will be a barbeque lunch on Friday, a dinner on Saturday, and a pancake breakfast on Sunday. There will be plenty of chances to meet and renew old acquaintances as well as make new ones. Oh...and did I mention the great door prizes? A color portable Garmin GPSMAP 296, a FlyTies Tie Down Kit, a portable scooter (drawing limited to registered Idaho Airman), and 200 gallons of gas from McCall Aviation...all to be given away as part of this year’s Fly-In. Keep your computer tuned to the Fly-In web site and watch for more great activities and door prizes as we



Cute as a bug’s ear.

(Photo by Tammy Schoen)

get closer to “the McCall Tower is open for business!”

Check out our website at www.familyflyin.net and see what we have planned for your enjoyment. Registration for all programs and events can be completed on-line. Take a moment to see what is happening and don’t forget to let our great sponsors, Avionics Master, Inc., McCall Aviation, FlyTies, and SuperCub.org, know how much you appreciate their support. Don’t miss this opportunity to join us at the new McCall Family Fly-In and enjoy the atmosphere of this gateway to the Idaho Wilderness.

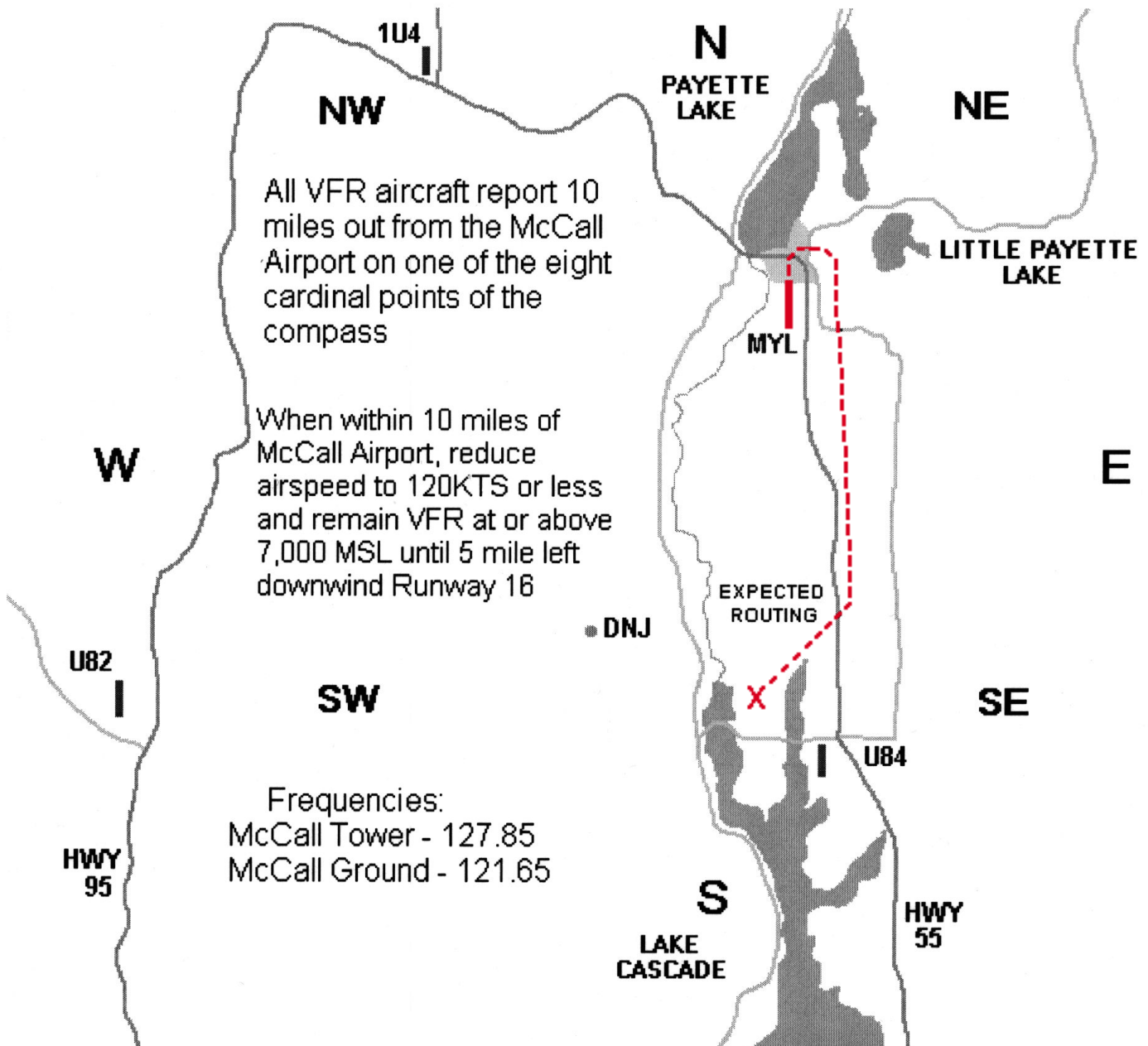


Northwest Mountain Family Fly-In

McCall, Idaho, August 13 – August 15, 2004

McCall Airport (MYL) Traffic

In anticipation of a large number of aircraft operating into McCall, Idaho, the following procedures will be used to enhance safety and minimize air traffic delays in this non-RADAR environment.



Tower hours: Aug 12, 12PM-9PM, Aug 13 & 14, 7AM-9PM, Aug 15, 7AM-12PM

Due to the heavy volume of traffic on Thursday, ALL arrivals are asked to make initial call for landing at the North end of Lake Cascade.

Priority will be given to Air Taxi operations and firefighting aircraft.
Air Taxi operations and firefighting aircraft are exempt from the speed restriction.



Calendar of Events

Email your event information to tschoen@itd.state.id.us for inclusion in the Rudder Flutter and the Aeronautics website.

JULY

- 18-20 Cavanaugh Bay Airport Fly-In, IAA Ray Friend, 208-377-8500
- 21-25 (Returning Participants Only) McCall Mountain Canyon Flying Seminar, McCall, Lori MacNichol, 208-634-1344
- 25-27 Wilderness within Reach, Johnson Creek, Joe Corlett, 208-336-1097 ext 19
- 26-27 Blue Angels Air Show, Pope Field, Arco-Butte County Airport, Mark Pope, 208-527-3648

AUGUST

- 1-3 Cessna 180/185 Club Fly-In, Johnson Creek, Al Hewitt, 253-941-3052
- 6-8 Maule-Mods, Johnson Creek, Johan Pieterse, 909-808-8478 (50-75 aircraft)
- 7-8 Donnelly Flight, Top Fun Flyers, Steve Clements, 208-323-1585
- 8 Sunday Brunch, 10AM-2PM, Parma Senior Center, Bob Flowers, 208-722-5138, Don Cone, 208-722-5421
- 13-15 18th Annual Northwest Mountain Family Fly-In, McCall, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8775
- 21 Weiser Day Flight, Top Fun Flyers, Steve Clements, 208-323-1585
- 29 Huckleberry Pancake Fly-In, Local EAA Chapter, Boundary County Airport, Bonners Ferry, Jack Offord, 208-267-8620

SEPTEMBER

- 4-6 Idaho State Competition, Fairfield, Top Fun Flyers, Steve Clements, 208-323-1585
- 11 Fun Day at the Gooding Airport, Gooding Airport Flyers Association, Kit John, 208-886-2646
- 12 Sunday Brunch, 10AM-2PM, Parma Senior Center, Bob Flowers, 208-722-5138, Don Cone, 208-722-5421
- 17-19 Baker Fly-In, Top Fun Flyers, Steve Clements, 208-323-1585
- 22 Autumnal Equinox Flight, Top Fun Flyers, Steve Clements, 208-323-1585

OCTOBER

- 9 Fun Fly Day or Chriss Monk Memorial Flight, Top Fun Flyers, Steve Clements, 208-323-1585
- 10 Sunday Brunch, 10AM-2PM, Parma Senior Center, Bob Flowers, 208-722-5138, Don Cone, 208-722-5421
- 22-23 Flight Instructor Refresher Clinic, Idaho Falls, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8775

NOVEMBER

- 14 Sunday Brunch, 10AM-2PM, Parma Senior Center, Bob Flowers, 208-722-5138, Don Cone, 208-722-5421

DECEMBER

- 12 Sunday Brunch, 10AM-2PM, Parma Senior Center, Bob Flowers, 208-722-5138, Don Cone, 208-722-5421
- 18 Wright Brothers 101 Flight, Top Fun Flyers, Steve Clements, 208-323-1585
- 21 Winter Solstice Flight, Top Fun Flyers, Steve Clements, 208-323-1585

FEBRUARY

- 4-5 Flight Instructor Refresher Clinic, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8775

MARCH

- 9-12 Idaho Aviation Festival, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8775

APRIL

- 8-9 Flight Instructor Refresher Clinic, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8775



Radio Chatter

Continued from page 3

continued security of the nation's GA aviation (i.e. non-regulated) landing facilities and airports. A copy of their report along with the subsequent TSA Information Publication "Security Guidelines for General Aviation Airports," both in Adobe .pdf format, are available at the following web site: http://www.tsa.gov/public/interapp/editorial/editorial_1113.xml.

According to the TSA web site, "this material should be considered a living document which will be updated and modified as new security enhancements are developed and as input from the industry is received.



Transportation
Security
Administration

To facilitate this, TSA has established a mailbox to collect feedback from interested parties." Visit the above web address to view these documents and make your comments known.

Parma Fly-In Brunch

Bob Flowers, Mayor of Parma, has asked that we spread the word to all pilots that they are invited to a buffet brunch held the second Sunday of each month at the Parma Senior

Center. He encourages pilots to fly in for the buffet, which is served from 10AM to 2PM and is only \$6.00 per person. If you plan to drop in at Parma and need a ride, give either Bob Flowers, 722-5138, or Don Cone, 722-5421, a call a couple of days in advance to ensure transportation will be available to and from the airport. However, if you are one of those who treasure the spontaneity of flight and choose to arrive unannounced, give Don a call anyway. If transportation is not available, it is only 20-30 minutes by shank's mare. Come on over and enjoy the trip, enjoy the hospitality, and enjoy the food.

Pilot

Continued from page 5

With care and maintenance many airplanes continue to fly well past their intended lifespan, but what about you? You should have a family doctor, the same as you have a mechanic for your plane. Many pilots have their only contact with a doctor during their aviation medical exam. As you age it becomes important to identify a primary care physician to screen you for preventable and treatable diseases, and, when illness strikes, to call on for help as someone familiar with your medical history. Whether or not this should also be your AME is debatable. Planning a yearly "pilot annual" in the same month your "bugsmasher" has its annual is a good routine. Here are some things that you might have checked:

- Blood pressure
- Blood cholesterol

- Blood count
- Protein Specific Antigen – for men
- Mammogram – for women
- Rectal exam – yes, it is important!
- Check for blood in the stool – a simple test that your doctor can do after your rectal exam
- Get your vision checked, and if you use glasses, get your refraction checked and new glasses if it has changed (many pilots are flying with "out of date glasses!")

With care and maintenance, pilots can keep themselves flying, maybe not past their intended lifespan, but hopefully into a ripe and active old age.

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ACE Academy

The First Step on a Lifetime Adventure!

By: Tammy Schoen, Assistant Editor

All of my life I wondered what I would be when I grew up. Now that I'm in my late thirties, I still don't know! Such was not the case when 29 students from across Idaho attended the Aviation Career Education (ACE) Academy June 28-30, 2004, in Boise.

Some of these students already knew what they wanted to be, where they would go to school, even how it would be paid for! Some of them knew only one thing...that they wanted to be involved in aviation and they wanted to come to the ACE Academy to get more information.

The ACE Academy is designed to help students learn about the vast array of careers within the adventurous world of aviation and what avenues are available for them to make their dreams come true. "We're working to capture the attention of these kids and inspire them into action," said Frank Lester, Coordinator for the three day academy. "For them, it's a chance to learn what careers are possible. When they first arrive, they don't know what they are going to find. By the end, they don't want it to end."

During this year's Academy, students were introduced to astronaut and test pilot Joe Edwards; experts in various aviation-related fields; representatives of regional and national aeronautical schools; and taken on tours all over the Boise area. Finally, on the last day, local pilots arrived with planes readied to take the students on flights to various smaller airports such as Garden Valley, Prairie and Idaho City. Each student had the



The 2004 ACE Academy class and an A-10. (Photo by Frank Lester)

opportunity to assist in navigating the flights under the guidance of the volunteer pilots. Upon return to the Treasure Valley, students were treated to a tour of the Warhawk Air Museum in Nampa.

"Aviation's going to be in my blood forever," Travis Carrigan told an Idaho Statesman reporter. Travis was one of two lucky students who flew the A-10 simulator during the Air National Guard tour – and he landed the simulator plane beautifully! According to his application essay, he has been taking flight lessons and already has 30 hours in his log book including two hours of solo time.

The most important part of any event is the numerous people it takes to make it successful. I would like

to take a moment, and some space, to thank the following:

First and foremost:

Aeronautics Staff – as always - helpful, patient, awesome!

Students – You were a fun bunch of kids. Thanks for being easy to work with, I hope you enjoyed yourselves!

Very Important Contributors:

Connie Coleman-Lacadie – regional FAA Aviation Education Manager in Seattle

Dale Alexander – volunteer chaperone and EAA Treasure Valley Chapter 103 President

See ACE Academy

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ACE Academy

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Steve and Tawni Swann – Host family for 4 kids, pilot for navigation flights, and Idaho Ninety-Nines organizer for Navigation Day breakfast

Experimental Aircraft Association (EAA) Chapter 103 – Sponsored three Students to attend ACE Academy

Warhawk Air Museum – Student Scholarships, tour – One of our biggest supporters! Thanks Sue!

Lynn Clark Memorial – Student Scholarships

Tammy Black – Coble Company, for all the door prize donations

Katrina Cresse – Great volunteer, host family, and speaker
Idaho Aviation Association (IAA) – Picnic and Navigation Flight pilots, student scholarships

Bob McCormick – set up NIFC tour and got the volunteers for the Navigation Flights

Darla Christensen – ITD public affairs specialist, media relations

Chereen Langrill – Idaho Statesman, for a great article

Shadows – It never fails they do our t-shirts on VERY short notice!!!

Interwest Bus Co – Travis Brown, Dave Adams (what a great driver!!! and helper – Thanks tons!)

Speakers & Tours:

Joe Edwards – Speaker, astronaut and Space Shuttle pilot
Idaho State University – Frank Prickett

UPS Tour – Saul Cortez

Western Aircraft Tour – Ken Hawk, Brian Rehberg, Keely Brown, Jody Harris – Lunch was GREAT!

Southwest Airlines – Knox Richison

Asteroid Lander Simulator demonstration – Paul Verhage

Boise Airport Facilities Tour – Gary Fraise, Amy Snyder, Larissa



ACE Academy students meet Xena, the search dog and Charlotte Gunn, her handler. (Photo by Frank Lester)

Stouffer

Control Tower/RAPCON Tour – Gordon Stewart, Carol Dayton, Jeff Blackman

Boise Flight Service – Gail DeFosse, weather briefer, Rick Savage, FAA Welcome for students
Air Traffic Procedures Briefer - Andy Marosvari

National Interagency Fire Center (NIFC) Tour – set up by Bob McCormick, tour by Erick Reynolds
Army National Guard Tour – Maj. Mart Holdaway – Air National Guard Tour – Lt. Tony Vincelli and the many Guard Troops who gave their time to talk to the students; thanks everyone!!!

US Air Force Academy – Ray Flaherty

Idaho Ninety-Nines – Tawni Swann, Wendy Frazer for doing the breakfast for the students and pilots

Warhawk Air Museum Tour – Again, thanks Sue!!! The museum just keeps getting better and better

SkyStar Aircraft – Ed Downs

Utah State University – Kari Webb, Jessica Garbett

Mike Pape

Andy Patrick

Idaho Mountain Search & Rescue – Dan Scovel, Xena the search dog, Charlotte Gunn, her handler, and George Gunn

Volunteer Pilots:

Mike Pape

Gene Nora Jesson

Tom Boyer

Rich Speed

John Olson

Steve Swann

Bill Miller

Stacey Budell

Jerry Terlisner

Bob McCormick

Joe Corlett

Ed Dickman



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